

THIRTY DOLLARS
PER ANNUM.

Shipping.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE Company's Steamship
"THALES,"
Captain H. Bathurst, will be despatched for the
above Ports TO-MORROW, the 25th Instant,
at Noon.
For Freight or Passage apply to

DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 24th July, 1894. [811]

FOR KOBE AND YOKOHAMA.
THE Company's Steamship
"HIROSHIMA"

Captain C. A. Anderson, will be despatched for the above Ports TO-MORROW, the 25th Instant, at Noon, instead of as previously advertised.
For Freight, apply to
NIPPON YUSEN KAISHA.
Hongkong, 24th July, 1894. (809)

"BEN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"BENMOHR,"
Captain Clark, will be despatched as above on
THURSDAY, the 26th instant.

For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 20th July, 1864. 1868

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

“ARRATOON APCAR,”
Captain J. E. Hansen, will be despatched for the
above Ports on FRIDAY, the 27th instant, at
Noon.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,

Hongkong, 23rd July, 1894. [812]

**EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Coasters.

THE Steamship
"GUTHRIE,"
Captain Helms, will be despatched for above
ports on WEDNESDAY, the 1st August, at

This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, &c., throughout the voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.

Hongkong, 16th July, 1864. Agents. 1797

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L.I.L. American Bark

"PARAMITA,"
 Mule, Master, will load here for the above Port,
 and will have quick despatch.
 For Freight, apply to
 SHEWAN & Co.
 Hongkong, 16th June. 1894. [704]

FOR SAN FRANCISCO.
THE 100 A. I. British Ship
"SILBERHORN,"
bbbs, Master, will load here for the above Port,
and will have quick despatch.
For Freight, apply to
SHEWAN & Co.

Hongkong, 16th June, 1894. [705]

Consignees.

NOTICE TO CONSIGNEES.

FROM SINGAPORE FREE PRESS AND

FROM CALCUTTA, PENANG AND
SINGAPORE.

"HE Steamship
"ARRATOON APCAR"
ing arrived from the above Ports, Consignees
Cargo are hereby informed that their Goods
be delivered from alongside.
Cargo impending the discharge of consignment

board after the 25th instant, will be landed at
signeurs' risk and expense into the Godowns
the Wanchai Warehouse and Storage Com-
pany, Limited, Wanchai.
Fire Insurance will be effected,
of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,

ongkong, 23rd July, 1894. [573]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S. S. "BENLOMOND,"
FROM ANTWERP, LONDON & STRAITS.

ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their into the Godowns of the Hongkong and Wharf and Godown Company, at Whence, whence and/or from the wharves may be obtained.

Additional Cargo will be forwarded unless to the consignee's order.

Claims will be admitted after the Goods left the Godowns, and all Goods remaining on board after the 25th Instant, will be subject to claims against the Steamer must be presented to the Undersigned on or before the 25th

broken, chafed, and damaged Goods are left in the Godowns, where they will be used on the 24th instant, at 2.30 P.M. Fry Insurance has been effected. The loss of Ladling will be counterbalanced by
GIEN, LIVINGSTON & Co.,
 Agents.

January 10, 1954. [Box]

Intimations.

DAKIN, CRUICKSHANK & CO., LD.
VICTORIA DISPENSARY.

SUMMER DRINKS.

FRUIT SYRUPS,
In Bottles at 75 Cents.

AERATED WATERS.

D. C. & Co.'s
LIQUEUR AND OTHER WHISKIES.

CLARETS.

MEDOC.

Per Case, Pints.....\$5.50
Per Case, Quarts.....\$5.00

ST. GERMAIN.

Per Case, Pints.....\$7.50
Per Case, Quarts.....\$7.00

ST. ESTEPHE.

Per Case, Quarts.....\$7.50

DAKIN, CRUICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY.
HONGKONG.
Hongkong, 14th July, 1894.A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

WATSON'S

IMPROVED CARBO-CAMPHYLENE

Is Distinguished by a White Label in addition
to the Red One which States thatTHE IMPROVED CARBO-CAMPHYLENE
Is miscible in Water in all proportions.

ITS MISCIBILITY IN WATER

Combined with its Agreeable and Refreshing
odour will Command it to the Public for General
Use, as it is an Elegant, Agreeable, and Perfect
Disinfectant for Sick-rooms, Bed-rooms, Bath-
rooms and all necessary vessels therein. For all
purposes it should be diluted freely with Water.

DIRECTIONS FOR USE.

As a Safford in visiting—

A little sprinkled on the handkerchief or
cotton wool and kept in front of the nose and
mouth in infected rooms or in passing through
infected districts is strongly recommended.For washing the face and hands—A tea-
spoonful to a gallon of water.

For the Bath—A table-spoonful or less.

For Sick-rooms and Bed-rooms—A tea-
spoonful or more distributed in saucers round
the room or evaporated by the aid of a lamp.For Sprinkling or Spray—A wine-glassful to
a pint of water.

AS A MOUTH WASH

A few drops in a tumbler of water.

FOR WASHING DOGS.

A table-spoonful to a bucket of water.

THE IMPROVED CARBO-CAMPHYLENE
Converts the waste of bath water into a valuable
Disinfectant, which in passing through the down-
spouts and stretch-traps destroys mosquito germs
and removes bad smells. Its use in the bath
has a most beneficial effect on the skin and
greatly reduces the risk of infection.A. S. WATSON & CO., LD.
Hongkong, 14th July, 1894.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Manager, Hongkong
Telegraph" and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and
not to individual members of the staff.
Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication, but as evidence of good faith.
Whilst the columns of the Hongkong Telegraph will always
be open for the fair discussion by correspondents of all questions
affecting public interests, it must be distinctly understood that
the Editor does not in any way hold himself responsible for
opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for
insertion in that day's issue not later than Three o'clock so as
not to retard the early publication of the paper.
Advertisements and Subscriptions which are not ordered for a
fixed period will be continued until countermanded.
The Hongkong Telegraph has the largest circulation of any
English newspaper published in the Far East, and in therefore the
best medium for Advertisers. Terms can be learnt on application.
The Hongkong Telegraph's number at the Telephone Central
Exchange is No. 1. Telegraphic "cable" "Telegraph,"
Hongkong.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 24, 1894.

TELEGRAMS.

TELEGRAPH JUBILATION.

LONDON, July 23rd.
A banquet was given at the Imperial Institute
to celebrate the 25th anniversary of the extension
of telegraphy to the Far East.

CHINA, JAPAN AND KOREA.

It is rumoured in Shanghai that war has been
declared between China and Japan, the *casus
belli* being the refusal of Japan to acquiesce in
the demand of China that Japanese warships
should not enter Chinese treaty ports.

SCOTLAND FOR EVER.

Rennell, of the 3rd Lanarkshire, is the winner
of the Queen's Prize.

THE ITALIANS ON THE WAR-PATH.

The Italians have released many Egyptian
prisoners, and have found immense quantities of
stores destined for the Mahdi's expedition against
Massowah in the autumn.

FRANCE AND ITALY.

The Paris press recent the occupation of
Massowah by the Italians.

THE CRISIS IN KOREA.

WAR DECLARED!

(Special to the Hongkong Telegraph.)
SHANGHAI, July 24th.
War has been declared by China against
Japan. Shanghai will be treated by both Powers
as strictly neutral. Large Japanese reinforce-
ments despatched to Korea three days ago.

LOCAL AND GENERAL.

MANY a poor devil who has the whole world
before him never catches up.A MAN spends most of his time when at home
in wondering where the women folk have "hid"
the things he wants.THE Chinese gunboat *Kwong Keng*, which
arrived here from Canton yesterday, returned to
her destination this morning.MR. T. WATERS, H.B.M.'s Consul at Foochow,
is at present in Shanghai. Mr. Mansfield from
Wenchow having taken his place.At the Magistracy this morning two seamen,
named Tang Tin and Ko Chun, were fined \$10
each for carrying arms without the requisite
license.THE disabled steamer *Pooking* arrived at
Shanghai on the 20th instant in tow of the
Hokou, and was at once docked in Boyd's New
Dock.ON Wednesday, the 1st proximo, the Kowloon
College, for the tuition of European children,
will be opened. *Vide* advt. in another part of
this issue.FROM what the *Shanghai Mercury* learns
anthrax among ponies is increasing in the
Model Settlement, despite the efforts of Mr.
J. B. Cameron to stamp the disease out.He—Surely you must admit that marriage
broadens a man.
She—Yes; it causes him to admire all women,
whereas during courtship he has only eyes for
one woman.THE China Navigation Co.'s Australian liner
Chingtu and the Japanese steamer *Kakuhate*
Maru were in collision at Woosung on the 20th
instant, both vessels sustaining considerable
damage by the impact.A CORONER'S inquiry into the circumstances
connected with the death of an Indian clerk
named Yacobi Ebrahim, who, as stated in our
last issue, was found dead in his apartments on
Sunday morning, will be held at the Magistracy
on Thursday, the 26th inst.HARMSTON'S Circus left Shanghai for Japan in
the *Sakiko Maru* on the 21st inst. But for the
bubonic plague the mammoth show would have
come south for a season instead of steering for
the Land of the Rising Sun.P.C. RAE arrested yesterday a coolie named Lo
Hing in Yau-ma-tei for having in his possession
two fittings of a three-pounder Hotchkiss gun,
the property of the Naval Yard, Kowloon. The
prisoner, who pleaded "not guilty," was sentenced
at the Magistracy this morning to six weeks'
hard labour.Linger longer, Lucy; linger longer Lu,
You take the place of "Daisy Bell" and "Mrs.
Awkins," too!So linger longer, Lucy, there's one good thing—
you're new!Then linger longer, longer Linger, Linger longer
Lu!INDEXENT assault cases still haunt the police
court. This morning Kwok Tim appeared before
Mr. H. E. Wodehouse, the presiding magistrate,
for indecently assaulting Chan Yee, a married
woman, on a ferry launch plying between Hong-
kong and Yau-ma-tei. On the application of Mr.
C. D. Wilkinson, the case is remanded till
Thursday morning.Assistant Editor of *Daily Sun*: "Here is
some capital blank verse. It begins—'Blessed
are the merciful for they shall obtain mercy.'
Editor-in-Chief of *D. T.*: "Drop it like a hot
potato, Cholly. Won't do for us at all; any
one will see at a glance that it is a feeble parody
on a *China Mail* leader."And then it fell into the W. P. B. with a
thud.THE band of the 1st Shropshire Light Infantry
will play the following programme at the Officers'
Mess, Murray Barracks, this evening, com-
mencing at 8 o'clock—March—"Down the Dial".....Clarke.
Overture—"Pique Dame".....Zappa.
Selection—"Les Maitres Noces".....Boccherini.
Valse—"Variation a la Valse".....Wagner.
Selection—"Don Carlos".....Verdi.
Polka—"A Single Ride".....Johann.LORD SALISBURY habitually dictates official
documents into one of Edison's phonographs.THE P. & O. S. N. Co.'s steamship *Surat*, with
the next English mail, left Singapore for this
port at 4 a.m. yesterday, and is expected here
about 6 p.m. on the 28th inst.Mrs. Jinywing (to distinguished fore-
ign visitor)—That place my daughter is playing is
extremely difficult, Baron.
Mr. Gillypie (to extreme agony)—Ah! madam,
I wish it was impossible!THE Acting Attorney General's action in chal-
lenging the three Portuguese who were "called"
to serve on the jury in the *Sakiko* scandal case
yesterday, will form the subject of an editorial
in the *Hongkong Telegraph* to-morrow. In the
meantime we can only say *hont* *solt* *qui mal y
pens*.HO TAI, coxswain, appeared at the Police Court
this morning charged with the unlawful posses-
sion of several bottles of liquor, aerated water,
bottles, and various other articles, valued at \$10,
the property of Messrs. Blackhead and Co. The
coxswain stated that the bottles, etc., were given
to him by seafaring friends. The Magistrate
was not satisfied with his yarn, and caused him
to swell the State coffers with the paltry sum
of \$25.THE *Illustrated American* says in an editorial
upon "No Flag save Stars and Stripes" that the
exposing of foreign flags seems to the uneducated
and un-American alien not merely a compliment,
but, in part, a recognition of the conditions of the
foreign Power from which the alien has fled—
conditions which embrace in the transplanting
of the flag all that is good and rejecting all that
is oppressive. It is well, therefore, that erroneous
ideas be eradicated, and the best way to implant
in the people the truth of the situation is to
exclude from public buildings the flags of foreign
nations.THE *China Gazette* of the 20th learns that the
chartering of the Indo-China steamer *Kowling*
by the Chinese, about which some doubt has
been expressed, was really arranged in Tientsin, and
it also bears that the *Wongang*, belonging to the
same company, has also been similarly engaged.
The *Fishing* is likewise chartered by the China
Merchants to proceed to Tientsin. The latest
version of the story is that all three vessels are
simply engaged to carry coals to the South, the
China Merchant's own vessels being occupied
in the transport of troops. The *Gazette* professes
to have made enquiries as to the status of British
ships employed upon such work, and to have
looked up both Wheaton and Ferguson's
International Law on the subject, both of which
authorities it finds agree that until war is
declared, and as long as the chartered vessels
do not carry troops or munitions of war after
that, they are on the safe side.—The *China
Gazette* is indeed becoming very wise in its day
and generation!THE manufacturers and merchants of Birming-
ham and that great industrial region the "Black
Country" are pushing a scheme to make
Birmingham a port for seagoing vessels. The
city of Birmingham is situated not far
from the centre of England, and Wales,
and is about eighty miles in a straight
line from Bristol, the nearest actual seaport.
The proposition is to connect Birmingham
with the ocean by way of the British Chan-
nel. It would be accomplished by widening,
deepening, and generally improving waterways
already existing. It is only proposed to make
Birmingham a port for steamships and other
craft of 400 tons and under. The river Severn
has been so improved lately that vessels of that
tonnage can now reach Worcester, two-thirds of
the distance from Bristol to Birmingham. There
is a small canal from Worcester to Birmingham,
and the proposal is to improve this into a ship
canal. The alterations will involve some
difficult engineering, and the total cost is
estimated at \$3,000,000.

THE CRISIS IN KOREA.

WAR DECLARED!

Private telegrams were received here to-day
conveying the intelligence that war between
China and Japan has been practically declared,
and that the Japanese Government has assured
the treaty Powers that the port of Shanghai will
be regarded as strictly neutral. The Chinese
will, therefore, have no excuse for carrying out
the threat to block Woosung bar with stone-laden
junks as in 1884.

Later.

During the afternoon several local business
houses received telegrams from Shanghai and
Japan stating that hostilities have been com-
menced, and that China has a large army march-
ing towards Seoul from the Yalu.The Chinese refuse to accept telegrams
forwarded to Seoul via their land lines, whilst
the Japanese, who practically control the Seoul-
Fusan telegraph line, decline to accept messages
for Seoul owing, it is alleged, to heavy thunder-
storms in Korea.THE TUNG WAH AND THE
GOVERNMENT.Until the outbreak of the bubonic plague in
this Colony very few of the dwellers on these
fanciful shores ever heard of the Tung Wah
Hospital, much less did they know or care
anything about its constitution or the
manner in which its work was carried on. Even
our highly paid officials, with the exception of,
perhaps, Mr. Stewart Lockhart and Mr. Mitchell-
James, our able and indefatigable Colonial
Treasurer, had not even the most rudimentary
knowledge of the nature of the exclusively
financed machinery of government which the
magistrates of that greatly-reputed institution had
for years been driving noisily at full speed.
It ran on and on, much more smoothly than the
machinery at Government House which was
supposed not only to set everything in motion
within Hongkong and its Dependencies, but
without which everything would be at a com-
plete standstill—the ship of State would become
as motionless as a beached whale-ship on the
heaving bosom of the vengeful sea. That
is what the average European official and
passing globe-trotter would have given the
subject a moment's consideration, have con-
sidered. Appearances are, however, often
very deceptive, and in regard to the
Tung Wah's status—administrative, non-
municipal, social and administrative—the above
exceedingly applicable for the Tung Wah
has, in fact, been the perception ofall that the noble Roman of old meant when
he asserted that the ship of state was
riding on the surface of trouble waters under
false colours for there was in the capital of the
Roman empire a state of affairs which could
only be described as *imperium in imperio*.
Now, whether the Committee of the Tung
Wah Hospital and their associates and
allies the Directors of the Po Leung Kuk
understand the power of brute force, the
control, without a show of brute force, the
teeming native population of the Colony, we are
not at the present juncture very deeply concerned,
for the veil of ignorance which concealed the
latent power for evil or good which had for
years enshrouded the acts and policy of the
Directors of the Tung Wah was completely
removed shortly after the outbreak of the plague in
May last, when, as has already been fully reported
in these columns, a majority of the leaders of the
Chinese community attempted to set at naught
the express order of the Board of the Executive
and even twice invaded the Government House
under pretexts which were, to say the least,
strangely frivolous. It was then that the
authority and power of the Tung Wah
Directorate was tested—and found by them-
selves to be sadly wanting. It is probable,
of course, that we are perfectly willing to
admit it as an exonerating circumstance—
that the bluff weak-kneed policy of acquiescence,
and especially of the present, administrations
imbued the Chinese with the belief that the
Government would take no action which might
affect the interests of the natives generally, with-
out consulting the leading Chinese and
obtaining their concurrence in the policy pro-
posed to be pursued. But whether that is so or
not it became abundantly manifest recently
that the Tung Wah Directorate, as a body,
considered themselves the chosen representatives
of their countrymen, and that as such they were
entitled to the consideration at the hands of the
Government which is due to all public bene-
factors. At least their actions led to that
conviction, and we are merely expressing the
wish of a very large number of residents when
we say that should we, in common with many
interested spectators, have jumped to wholly
unjustifiable conclusions a public denial backed
up with indisputable evidence will at any time
be published in the *Hongkong Telegraph* with
pleasure. It is the policy of this journal to
grant a fair field to all, regardless of creed or
nationality, and it is to afford the Directors of the
Tung Wah the opportunity of clearing away the
clouds of scepticism and doubt which at present
envelop their recent actions and their institution
forward at the present juncture, reserving the
enunciation of our own conclusions until some
future date when more light has been thrown
on the subject. Hitherto the controversy arising
out of the plague has been very one-sided, but now
that the plague has greatly abated we can pause
to consider the questions at issue from every
point of view.HONGKONG, CANTON AND MACAO
STEAM-BOAT COMPANY,
LIMITED.The following is the report of the Board of
Directors to the ordinary half-yearly meeting of
shareholders to be held at the office of the Com-
pany, on Monday, the 30th July, 1894, at 12
o'clock noon—The Directors beg to submit to the Share-
holders the Report and Statement of Accounts
for the half-year ending 30th June last.
After paying running expenses, salaries, premia
of insurance, repairs and all other outgoings,
there remains, including \$35,095.25 brought
forward from last account, the sum of \$120,752.19
at credit of Profit and Loss Account. From this
sum the Directors recommend that a dividend
for the half-year of 5 per cent. on Capital or
\$60,000 be paid to Shareholders, and that the
balance of \$124,752.19 be carried forward to new
account.The Gross Receipts on the Hongkong-Canton
Line, owing to a slight increase of passage rates
made at the end of March last, show some
improvement on those for the corresponding six
months of 1893. On the Macao Lines, however,
there has been a falling off, attaching principally
to the months of May and June during the
prevalence of the plague. Running expenses
have been materially increased owing to the
higher price of coal and also to the enhanced
cost of ships' stores, insurance, &c., consequent
on the low rate of exchange, the net result of
the statement being slightly under that of
the first six months of last year.During the half-year the *Honam*, *Fatshan*
and *Huangshan* have undergone the usual
annual Government Survey and overhaul in dock.
Manganese bronze propellers costing about
\$4,000 have been fitted to the *Huangshan* in
place of the cast iron ones formerly in use, and
the satisfactory result obtained by this change
simply warrants the expense incurred. The
steamers of the Company are now all in good
order.The *Klungchow* has been sold to be broken
up, and the loss on her realization (\$10,000) has
been paid to the Depreciation and Insurance
Fund which now stands at \$600,000.In accordance with the Articles of Association
Mr. F. A. Gomes and Mr. Poon Hong were re-
elected to the Board of Direction by rotation, and being
eligible, offered themselves for re-election.The retiring Auditors, Messrs. A. O'D. GORDON
and F. HENDERSON also offered themselves for
re-election.E. R. BELLIOS,
Chairman.

Hongkong, 21st July, 1894.

June 30th, 1894. *Assets.*
Value of 4 steamers and 5th of
Fatshan.....\$ 900,000.00
Value of wharves.....20,000.00
Value of cargo-boat and wharf
cargo shed.....1,450.00
Value of Iron Lighter *Sun Lee*.....10,000.00
Value of coal and stores.....4,275.32
Value of spare gear.....3,053.61
Value of stores in public company.....750.00
Value of shares in public company.....118,645.20
Chinese bonds (at par).....1,094.48
Hongkong Hotel 6 per cent. Mort-
gage Debentures.....75,500.00
Loans on Mortgage.....807,750.00
Properties Forfeited.....68,500.00
Fixed deposits with the Hongkong
and Shanghai Banking Corpora-
tion.....50,000.00
Fixed deposits with the Bank of
China, Japan and the Straits,
Limited.....225,000.00
Cash with Hongkong and Shanghai
Banking Corporation on current
account.....28,281.75
Premium on Marine Policies un-
applied.....9,247.03
Interest accrued to date.....4,858.30
Sundry debtors.....14,814.85
\$1,341,130.60June 30th, 1894. *Liabilities.*
Amount of Capital, 80,000 Shares
of \$20 each, fully paid up.....\$1,600,000.00Amount at Credit of Depreciation
and Insurance Fund.....600,000.00
Amount at Credit of Equalization
of Dividend Fund.....9,000.00
Unclaimed Dividends.....183,320
Sundry Creditors.....9,525.21
Amount at Credit of Profit and Loss
Account.....120,752.19
\$1,341,130.60

PROFIT AND LOSS ACCOUNT.

Dr. June 30th, 1894.
To Amount paid for repairs—
To Steamers.....\$15,725.00
To Wharves.....192.81
To Lighters.....145.65
Expenses of laying-up steamer
Klungchow, unemployed.....26,064.45
Directors and auditors' fees.....709.11
Balance to be appropriated, viz.:—
Dividend at 5 per cent.
on \$1,600,000.....\$ 60,000.00
To be carried to new
account.....24,725.19
170,752.19
\$150,775.75

DEPRECIATION AND INSURANCE FUND.

Dr. June 30th, 1894.
To Amount transferred, being loss on
realization of *st. Klungchow*.....\$ 10,000.00
Balance.....600,000.00
\$610,000.00
Cr. December 31st, 1893.
By Amount brought forward from last
account.....\$ 25,095.25
June 30th, 1894.
Net earnings of steamers.....\$ 5,458.96
Interest on investments.....40,178.00
Transfer fees.....43.50
\$150,775.75

FOCALIZATION OF DIVIDEND FUND.

Dr. June 30th, 1894.
To Balance.....\$ 9,000.00
Cr. December 31st, 1893.
By Amount credit.....\$ 9,000.00
\$ 9,000.00

E. & O. E.

Hongkong, July 21st, 1894.
T. ARNOLD,
Secretary.We have compared the above statement with
the books, vouchers, and securities of the Com-
pany, and certify the same to be correct.A. O'D. GORDON, } Auditors.
F. HENDERSON, }

THE PLAGUE IN HONGKONG.

There is nothing fresh to report in connection
with the plague. Everything is proceeding
satisfactorily, the returns showing that the
sanitary authorities are holding the pest in check
—for the time being at all events.
The latest official returns are—
From noon yesterday until noon to-day—New Deaths Disch. Rem. under
cases cured treatment
Hospital ship *Hygeia*.....0 0 0 10
Kennedy House.....1 1 0 38
Slaughter House.....2 1 0 42
Private houses.....2 0 0 0
Total.....3 4 0 90Deaths from the outbreak (3th May) up to
July 23rd, noon, 2,400; grand total, 2,404.
From noon up to 5 p.m. to-day—At Tung
Wah branch (including now only the Slaughter
House) new cases 3; deaths since, 2; sent to
Canton in junks, *nil*; sent to Lai-chi-kok, 1;
total remaining under treatment at the Tung
Wah branch 45.

LAI-CHI-KOK RETURNS.

New Deaths Disch. Sent
cases cured Canton Hospital
June 23.....30 7 2 0 0
" 24.....22 7 2 0 0
" 25.....11 23 12 20 0
" 26.....40 20 7 11 0
" 27.....47 12 10 26 37
" 28.....28 12 3 0 0
" 29.....35 14 17 40 20
" 30.....23 6 0 23 0
July 1.....12 1 3 0 0
" 2.....7 2 3 0 75
" 3.....40 5 3 26 53
" 4.....10 2 1 0 0
" 5.....8 1 4 0 61
" 6.....5 2 2 0 62
" 7.....4 1 1 0 68
" 8.....8 1 0 0 60
" 9.....5 2 5 0 66
" 10.....11 3 6 0 59
" 11.....6 1 1 20 57
" 12.....3 2 3 0 58
" 13.....3 1 1 0 64
" 14.....8 2 3 0 64
" 15.....10 2 2 0 69
" 16.....7 3 4 0 61
" 17.....11 6 4 0 64
" 18.....7 3 4 0 68
" 19.....4 1 6 17 44
" 20.....3 3 4 0 44
" 21.....9 1 5 0 53
" 22.....2 3 0 0 52
" 23.....7 4 0 0 48
Total deaths at Lai-chi-kok from the 23rd June
up to the 23rd July, 165.

THE KOREAN IMBROGLIO.

We are indebted to our Shanghai exchanges
for the following items of news bearing upon
preparations for the war between China and
Japan in Korea—
News of strange happenings in diplomatic
circles reaches us from authentic sources in
Peking, from which we draw the conclusion that
the present show of activity by the militant party
in China is largely the result of Russian intrigue
and jealousy. When the trouble with Japan
first became serious the British Minister, Mr.
O'Connor, and the German Minister, attempted
to open negotiations with the Young-II Yamen
in the interests of peace. Their overtures were,
however, as we have already indicated, coolly
received by that body, who replied that
whatever negotiations might be entered into
would be carried on by the Viceroy Li at
Tientsin. The two friendly Foreign Ministers
thereupon altered their real attitude and in the
meantime the Viceroy Li had slaughtered intothe arms of Count Cassini, which were open to
receive him. The Russian Minister had been
in Tientsin for some days, and so anxious
of his plans that the Viceroy Li had been told
to him, and to the able assistance of M. de
Tokyo, whose, taking for the purpose of
intrigue caused his removal from the office
to the volcanic neighbourhood of Japan.
Count Cassini calculated no more, Japan
in a tight place. And he did. He calculated,
says the *China Gazette*, and correctly calculated,
that Japan could not fight if Russia only inter-
vened on behalf of China, and he reckoned upon
securing for his country the profits of the "hot-
est broke," when Frenckland, the Minister in
London, took a fresh hand in the game at the
eleventh hour! When her mediation was
accepted by Japan first and then by China, our
Russian friends, instead of making peace pro-
ceeded to work the Chinese up into a violent
mood. As long as Russia could settle the
quarrel all was well. But *perfidia Althion!*
Never. Hence we see that though both sides
had agreed to the intervention of England, China
suddenly commences anew to make warlike
preparations.It is stated by well-informed Chinese that
40,000 troops from Manchuria are making their
way towards Korea, and that Liu Ming-chuan,
although he is a Chinaman, will be in command
of the force.Most of Li Hung-chang's foreign-trained troops
had left Tientsin by the 20th instant, for Korea.
They went by the overland route, making their
both infantry and cavalry. A number have also
started from Port Arthur. It seems, remarks
the *Mercury*, that China really means business
this time, and that shortly there will be lively
times in Korea.A Tientsin telegram has been received by
the *Hupao*

exchange "and other causes" they have been obliged to put up with the price of coal considerably. The water in the harbor is higher than usual, but the steamers must also have risen greatly, as steamers are unable to reach the Bund.—*China Gazette.*

HOME OF THE PLAGUE.

Most of the Munkidoo, or Mashed the Holy, the most sacred Muslim city to the world after Mecca itself, is now the Asiatic home of cholera, writes a correspondent of the New York Tribune. Not many European visitors ever reach this holy city of Persia, and none are even allowed to approach the temple containing the tomb of Reza. The myriads of the faithful go there yearly, and it is now the place where cholera is chiefly propagated, and from which it is carried to other Asiatic countries and into Europe itself by way of Russia.

No one who is not a Moslem is allowed to go anywhere near the holy tomb. So far as can be observed from a distance the entire structure—dome, drum, minarets and all—is covered with gold. Other shrines near by are gilded, or painted yellow or blue. One of the finest was built by the daughter-in-law of Timur Long, and others were built by the famous Nadir Shah. The whole city is probably four miles in circumference, and is surrounded by a mud wall with numerous round towers.

There is a stream of water flowing through the centre of the city, brought by canal a considerable distance. It serves as the common open sewer of the city, and as the bathing place for all the faithful who wish to visit the shrine. It also supplies the population with water for drinking and all other purposes. Hence it is easy to see how cholera has made the place its home.

Such is the famous city of holiness and disease from which nearly all cholera epidemics of late years have proceeded. But not only are the conditions there most favourable to the propagation of the plague, but the funeral customs that prevail throughout Persia seem to have the same end in view. A dying man, on his last moments, is placed on a mattress on the floor, surrounded by a dozen or a score of relatives and friends. The doctors ply their remedies, but in vain. A wild dervish applies charms and amulets, but in vain. The wife sits by the pillow, veiled and weeping, holding to her husband's nostrils a bit of mud or plaster torn from the wall and wetted with some aromatic liquid. The doors and windows are shut tight. A dozen pipes fill the air with tobacco smoke, and from a huge number of smoking pipes are drawn and passed about. As a last resort they kill a fowl and place it, warm and bleeding, at the dying man's feet. But even this proves unavailing, and he presently breathes his last.

Then the widow leaves the bedside and a priest takes her place. He fills the mouth, ears, and nostrils of the corpse with moistened cotton wool, composes the limbs and places a cup of water by the pillow. Then he reads aloud some passages from the Koran, while all the others loudly recite that the man was a good and true follower of the Prophet. Another priest goes upon the roof and at the top of his voice recites other passages from the Koran, thus announcing to the neighbours and to all passers-by that the man is dead.

The burial always occurs within twenty-four hours of the death. The coffin is placed upon a bier, and the relatives contend with each other for the honour of bearing it to the grave. This is esteemed a great privilege in all Mohammedan countries. The graveyard is a bare spot outside the town, the home of the jackal and the hyena. There are no waving cypresses as in Turkey. A few small shrines mark where some holy men have been interred. Grotesque stone lions of life size mark the graves of those who were warriors; while little square niches a yard high contain highly colored pictures of unwedded youths, or of those slain in war.

The whole of the attendants of the funeral are entertained at dinner at the house of the deceased. The mourning is continued for a short period—a few days or a month, according to the wealth of the family. Then another lavish exercise of hospitality and a dole to the poor take place; and this is the sign that the days of mourning are over.

Often among the rich or religious the body is merely placed in some mosque or shrine as "amant"—that is to say, on deposit.

After some months, or weeks, or years, it is wrapped in this felt and dispatched with hundreds of others by mule caravan to Meshed to be buried near Imam Raza; or to Kherbela to lie beside the blessed Hussein. In travelling in Persia one frequently meets these caravans. Two or even four coffins are strapped on each mule. They stop at caravansaries over night, and in all respects are treated as though they carried only common merchandise. But as transmitters of contagious diseases, such as the cholera, they are most potent instruments.

THE OPIUM BOGEY.

That keen advertiser, Mr. Quong Tart, the Scotch-Chinese gentleman who, in displaying to the world the ethical and commercial value of Presbyterianism has earned the undying love of his countrymen, has started another crusade against the opium traffic. Quong Tart's spasms of public virtue appear to culminate in ten-year cycles, the last of any importance being in 1884, when a police sub-inspector went round the New South Wales Chinese camps and the O.T. and made clever recommendations among which prohibition of the opium traffic had no place whatever.

The terrible iniquities of the opium traffic exist only in the imagination of the wary Quong and his friends, the old ladies of both sexes. The 1884 inspector shows this when he says in one breath that all Chinese smoke opium, and, in the next, that the New South Wales Chinese, with few exceptions, despise the character of belonging to the most industrious race in the world. The evidence taken before the Royal Commission on opium in India has shown it over and over again. There is overwhelming proof that opium-eaters are not more base, or weak, or vile than other people; that opium does not rob them of their health, strength and spirit; and that without it they could not endure the tyranny of a rule which has crushed them with taxation, crippled them with debt, and exacts a tribute of £18,000,000 a year in gold. Governor Des Voeux, so far as Hongkong, with as wide an experience of Eastern nations as any man living, affirms that opium, no doubt, like alcohol, does harm in cases of inordinate excess, but to the very great majority it is to the least harm, and that without it the traffic from India which Miss Ackermann and the shrieking superstition work for all its worth, is a pure fiction to make the cash flow into missionary coffers. The opium imported from India is far too dear for most Chinese consumers, and most of the opium used in China is grown on Chinese soil. Victoria, the capital of Hongkong, has a population of 150,000 crammed into a space two miles long and a mile broad, under the most insanitary conditions, yet the death-rate of recent years has been as low as 1,000—only 3 per 1,000 more than Sydney. Sir Thomas Wade, formerly British Agent at Yokohama, says England has not sup-

plied China with 5 per cent. of the opium consumed during 1880 years of trade. To stop the trade would be the same as declaring in England that all forms of tobacco might be imported, except Havana cigars, and all forms of alcohol, except French brandy.

Opium-smoking is conceded to be worse than opium-eating, but that is not the point. The point is that "human life is subject to such manifold wretchedness that all nations have invented a something, liquid or solid, to produce a brief oblivion. Poppy, barley, grasses, sugar, and a thousand other things, have been squeezed, pressed, pounded and purified, to produce this temporary happiness. If you could succeed in taking away opium from the Chinese they would find a worse substitute. But in Australia, at any rate, this is impossible. Opium is so small in bulk and so easily smuggled, that there is such a length of unguarded territory, that it would be utterly impossible to prevent its introduction. The only effect of forbidding the traffic in New South Wales would be to raise the price, and make the Chinese poorer for the benefit of their Queensland and Victorian kindred.

When the astute Quong Tart says that on opium rests all vice, immorality and corruption with the Chinese, he talks deplorable nonsense. If with every thousand male Chinese landed in Australia comes but one Chinese woman, the demoralisation of European women follows as a matter of course. It is evident that the opium agitation has no basis. But if Quong Tart and his adherents will go a step further back—to prevent, instead of trying to cure, and suppress, in place of the opium, the Chinese who use the opium. The Bulletin will back them up for all it is worth, knowing that, in spite of individual virtue, the Chinese in the mass are what America has long ago found them, a cancer in a civilised community; and a degradation and a danger to white manhood and womanhood in Australia.—*Sydney Bulletin.*

WISE AND OTHERWISE.

CULLED FROM MANY SOURCES.

A mere matter of form—some women.

The past year has been hard on the prodigal son.

Always look after things before they get by you.

The devil can catch a grumbler with a bare hook.

Fortune does not change men, it unmarks them.

A ligh is worth a hundred groans in any market.

A little dinner is a big thing when a man is starving.

The crank is great when it comes to winding people up.

A close friend—The one who never lends you anything.

Mr. Baker's head-quarters are at present in the saddle.

The man who loses is never accused of not playing fair.

Small-pox patients should all be kept in the same vicinity.

"What caused your bookkeeper's downfall?"

"Lost his balance."

Never ask a sick man or a shopping woman their opinion of love.

Who people have only a little religion they are apt to be ashamed of it.

It is awful to see some people try to laugh when they are not amused.

Times are not getting better. Even the days are not as short as they were.

The man goes to bed tired who spends the day in looking for an easy place.

Most any friend will stand by you to the last dollar—but it must be your dollar.

Teach What is the Great Divide? Smart boys—It's what comes after the election.

Sugar seems just now to be the cause of more sweet sorrow than even lovers' partings.

Many a man who is anxious to reform the world has a gate that is hanging by one hinge.

The fellow who tells all he knows wouldn't be half so insufferable if he only knew all he tells.

Anzels weep on the day that a young man begins to spend more money than he can make.

The great trouble with us now is that there are too many different breeds of Democrats.

A local dealer advertises "a new stock of walking-sticks for gentlemen with carved wooden heads."

"Nothing succeeds like distress," remarked the beggar, as he counted his coin at the end of the day.

Teacher—What is a tangent? You may answer James. James—A gent who runs a tangent.

A testimonial—"I understand you tried the faith cure with success?" "I did. My faith was cured."

He—Why do you regard marriage as a failure? She—So many make use of it to get money belonging to others.

Calling a woman's dress a dream is a polite way of saying that the cost of it gives her husband the nightmare.

Every man has his opinions, but in many instances he picked them up where somebody else dropped them.

It may truly be said of the man who gets shaved on Sunday that he "has a ace that will break the Sabbath."

The Benefits—"What makes some girls look young so long?" "The men are to blame. They won't propose."

Looking into the glass to paint one's face is not wholly a feminine trick. A man looks into a glass to colour his nose.

When a washerwoman changes her place of residence one may ask her "where she hangs out now," without using slang.

When a girl in this part of the East gets more than two dresses at a time it proves that she is getting her wedding outfit ready.

Missionary—I have often wondered what became of my predecessor, Genial Cannibal Chief—Oh, he! He has gone into the interior.

Some One Has It—Dunn—Why is it that you never have any money the day after you receive your salary? De Flisott—It's all owing to other people.

His Title—"You're a Colonel, you say, in the army?" "Yes." "Pardon me—regular or salvation?" "Neither. Army of the unemployed."

"Well," said James Easydo, "I've got down to my last loaf." "Great heavens, man!" said his friend, "it isn't so bad as that, is it?" "Yes, I go to work to-morrow."

She—Should you die, are you opposed to me remarrying? He—No. She—Why not? He—Why should I be solicitous about the welfare of a fellow I'll never see?"

Teacher in Kindergarten—You've omitted something, Mabel, in making your letter "It's." What is it? Mabel—I guess—I guess I forgot to put eyebrows over 'em.

An Englishman said to a Boston girl: "What do you do with all your vegetables in the United States?" She replied: "We eat all we can, and we sell what we can't."

Lawyer—What do you think of the inheritance tax? Second Lawyer—Well, there's one thing I want to know. In case of a dispirited will, does the Government expect to come in before the lawyers?

One Way to do it—"James, I think your boy will become a very distinguished man if he lives

long enough." "Yes? What do you think he will be distinguished for?" "Longevity—if he lives long enough."

"Let me see," said the minister, who was filling on a marriage certificate, and had become confused about the date, "this is 5th, is it not?"

"No, sir," replied the bride, with much feeling, "this is only my second."

Solved—The landlord had just dropped in on Mrs. Mulcahy and informed her gently but firmly that he had decided to raise her rent. It's the devil's year are you, she replied, "I wonder how I could tie it myself!"

THE LAND LUBBER.

"When my ship comes in," says the lazy man, "My time will come, without a doubt."

And thus he waits, nor stops to think That he has never sent it out.

The Lost Chow—"No," s-bbed the pretty girl, "Harold and I never speak now. And it is all through the machinations of that deceitful Sallie Silimmis."

"Why, what did she do?" "She persuaded us to take the same chow."

"She persuaded us to take the same chow?" "Yes, she did."

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The Share Market.

LATEST QUOTATIONS.

BANKS.
 Hongkong and Shanghai Bank—98 per cent.
 prem. sales and sellers.
 The National Bank of China, Ltd.—on 8/8.0.
 paid up—\$24 sellers.
 The National Bank of China, Ltd.—Founders'
 shares, nominal.
 The Bank of China, Japan & the Straits, Ltd.—
 nominal.
 The Bank of China, Japan & the Straits, Ltd.—
 Founders' shares—\$5 buyers.

CHINESE LOANS.

Chinese Imperial Loan of 1886 E—11 per cent.
 premium.

MARINE INSURANCES.

Union Insurance Society of Canton—\$125 per
 share, sellers.
 China Traders' Insurance Company—\$64 per
 share, buyers.
 North China Insurance—115 per share,
 buyers.
 Canton Insurance Company, Limited—\$137 per
 share, buyers.
 Yangtze Insurance Association—\$70 buyers.
 On T. Insurance Company, Limited—115
 per share.
 The Straits Insurance Co., Ltd.—\$20 per share,
 sales and buyers.

FIRE INSURANCES.

Hongkong Fire Insurance Company—\$18 per
 share, buyers.
 China Fire Insurance Company—\$79 per share,
 sellers.
 The Straits Fire Insurance Co., Ltd., \$16 per
 share, sales and buyers.

SHIPPING.

Hongkong, Canton, and Macao Steamboat Co.—
 \$263 per share, buyers.
 China and Manila Steam Ship Company—\$65,
 buyers.
 Indo-China Steam Navigation Company, Limited
 \$34, sales and buyers.
 Douglas Steamship Company—\$48, sales and
 buyers.
 China Mutual Shipping Co., Ltd.—(Preference)—
 1/6 per share, nominal.
 China Mutual Shipping Co., Ltd.—(Ordinary)—
 1/1 per share, nominal.

REFINERIES.

China Sugar Refining Company, Limited—\$160
 per share.
 Lushan Sugar Refining Company, Limited—\$48,
 buyers.

MINING.

Punjab Mining Co.—(Ordinary)—\$61 per share,
 sellers.
 Punjab Mining Co.—(Preference)—\$1.70 per
 share, buyers.
 The Anglo-Japanese Mining Co., Limited—\$5 per
 share, sellers.
 The Anglo-Japanese Mining Co., Limited—
 \$5 per share, sellers.
 The Anglo-Japanese Mining Co., Limited—
 \$5 per share, sellers.
 The Anglo-Japanese Mining Co., Limited—
 \$5 per share, sellers.

DOCKS, WHARVES AND GODOWNS.

Hongkong and Wharfedale Dock Company—\$5
 per cent. premium, buyers.
 Geo. Fenwick & Co., Limited—\$20 per share,
 buyers.
 Hongkong and Kowloon Wharf and Godown
 Company—\$373 per share, sales and buyers.
 Wanchai Warehouse Co., Ltd.—\$40 per share,
 sellers.

HOTELS.

Hongkong Hotel Company—\$11 per share,
 sellers.
 Hongkong Hotel Co. of Six per cent. Debentures
 \$501.
 The Shamen Hotel Co., Limited—nominal.

LANDS AND BUILDING.

The Kowloon Land Investment Co., Limited—
 \$10 per share, sellers.
 The Hongkong Land Investment Co., Limited—
 \$10 per share, sellers.
 The West Point Buildings Co., Limited—\$24
 per share, sellers.
 Humphreys Estate and Finance Co., Ltd.—\$14
 per share, sellers.

DISPENSARIES.

A. S. Watson & Co., Limited—\$10, sales and
 buyers.
 Dakin, Cruickshank & Co., Limited—\$12 per
 share, buyers.

MISCELLANEOUS.

Hongkong Dairy Farm Co., Limited—\$6 per
 share, sellers.
 H. G. Brown & Co., Limited—\$4 per share,
 buyers.
 Hongkong Rope Manufacturing Company,
 Limited—\$105 per share, buyers.
 Hongkong Gas Company—\$125 per share,
 buyers.
 Hongkong Ice Company—\$78 per share, sellers.
 Hongkong and China Bakery Company, Limited
 \$40 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—
 \$3.75 per share sales and buyers.
 The Green Island Cement Co.—\$5, buyers.
 The Hongkong Electric Light Co., Limited—
 \$75, sales and sellers.
 The Hongkong High-Level Tramway Co.,
 Limited—\$70, buyers.
 Campbell, Moore & Co., Ltd.—\$4 per share,
 sellers.

EXCHANGE.

ON LONDON—Bank, T. T.2/1
 Bank Bills, on demand2/1
 Bank Bills, at 4 months' sight2/1
 Credits at 4 months' sight2/1
 Documentary Bills, at 4 months'
 sight2/2
 ON PARIS—
 Bank Bills, on demand2.64
 Credits, at 4 months' sight2.69
 ON INDIA—
 T. T.195
 On Demand195
 ON SHANGHAI—
 Bank, T. T.74
 Private, 30 days' sight75
 Sovereigns (Bank's buying rate)89.30
 Silver (per oz.)28 11/16

VISITORS AT THE HONGKONG HOTEL.

Mr. A. Andriano.
 Rev. S. A. Baylee.
 Mr. P. C. Birch.
 Mr. Graham Campbell.
 Miss R. Clouston.
 Dr. V. Danenberg.
 Mr. W. A. Duff.
 Baron Ladorio.
 Baroness Ladorio.
 Mr. John Gray.
 Mr. J. Kinghorn.
 Mr. R. Lyall.
 Mr. C. E. Mehta.
 Mr. T. Mitchell.
 Mr. O. N. Noth.
 Captain E. Peck.
 Mr. C. Salomon.
 Mr. F. E. Sheen.
 Mr. W. Walley.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. Bearblock.
 Miss Coe.
 Mr. H. L. Dalrymple.
 Mr. Delbanco.
 Mr. Dipple.
 Mr. J. Dowling.
 Mr. Fairguberson.
 Mr. Geo. Fenwick.
 Dr. Forbes.
 Mr. Fullerton.
 Rev. & Mrs. Hamilton.
 Mr. W. S. Harrison.
 Mr. Geo. Holmes.
 Mr. Jones.
 Mr. Maclean.
 Dr. Meaden.
 Mr. Medhurst.
 Capt. and Mrs. Moore.
 Mr. H. Nicolle.
 Mr. W. Parfitt.
 Mrs. Perkins.
 Mrs. Robinson and
 children.
 Mr. F. H. Slaghek.
 Mr. & Mrs. A. Findlay.
 Smith and family.
 Mr. Stokes.
 Capt. & Mrs. Welman.

MAILS EXPECTED.

THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer *Sarat*, with
 the outward English mail, left Singapore on the
 23rd instant at 4 p.m., and may be expected here
 on the 28th.

THE AMERICAN MAILS.
 The O. & O. S. S. Co.'s steamer *Belgia*, with
 mails, &c., from San Francisco on the 28th
 ultimo, via Honolulu, left Yokohama on the 19th
 instant at daylight, and may be expected here
 to-day.

The P. M. S. S. Co.'s steamer *Peru*, with
 mails, &c., left San Francisco for this port, via
 Yokohama, on the 7th instant.
 The O. & O. S. S. Co.'s steamer *Oceanic*, with
 mails, &c., left San Francisco for this port via
 Yokohama, on the 17th instant.

NORTHERN PACIFIC MAIL.

The Northern Pacific Steamship Co.'s steamer
Sikh left Tacoma and Victoria, B.C., on the 3rd
 instant for Yokohama, Kobe and Hongkong.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer
Empress of China left Vancouver on the 17th
 instant for Yokohama, Kobe, Nagasaki, Shang-
 hai, and Hongkong.

THE INDIAN MAIL.

The Indo-China steamer *Chelydra*, from
 Calcutta, left Singapore on the 21st instant at 5
 p.m., and may be expected here on the 27th.

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Teucer*
 left Singapore on the 19th instant, and may be
 expected here to-morrow.

The D. D. R. steamer *Daphne*, from Ham-
 burg, left Singapore on the 20th instant, and may
 be expected here on the 26th.

The N. G. I. steamer *Nisago* left Bombay
 on the 8th instant, and may be expected here on
 the 26th.

The Ocean Steamship Co.'s steamer *Laertes*
 left Singapore on the 20th instant, and may be
 expected here on the 26th.

The P. & O. S. N. Co.'s steamer *Java* left
 Bombay on the 14th instant, and may be
 expected here on the 1st proximo.

The China Mutual steamer *Onjo*, from
 Glasgow and Liverpool, passed the Canal on the
 19th instant, and may be considered due at Singa-
 pore on or about the 29th.

The P. & O. S. N. Co.'s steamer *Japan* left
 London for this port on the 13th instant.

Shipping.

ARRIVALS.

SEBASTIAN BACH, German barque, 822, Hansen,
 23rd July—Rajang 9th July, Timber—
 Welter & Co.
 SYDNEY, French steamer, 2,468, De La Croix,
 23rd July—Shanghai 21st July, Mails and
 General—Messageries Maritimes.
 TAKSANG, British steamer, 977, W. H. Freeman,
 24th July—Wuhu 18th July, and Chinkiang
 19th, General—Jardine, Matheson & Co.
 FUSHUN, Chinese steamer, 1,504, W. H. Lunt,
 24th July—Swatow 23rd July, General—
 C. M. S. N. Co.
 TAIWAN, British steamer, 1,109, Anderson, 24th
 July—Swatow 23rd July, General—Butter-
 field & Swire.
 PROGRESS, German steamer, 682, J. Jensen, 24th
 July—Newchwang 18th July, Beans—
 Stenssen & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Zafra, British steamer, for Manila.
China, British steamer, for Nagasaki, &c.

DEPARTURES.
 July 23, *Zafra*, British steamer, for Manila.
 July 24, *Atsu*, Danish steamer, for Hobei and
 Pakhol.
 July 24, *Atsu*, Danish steamer, for Hobei and
 Pakhol.
 July 24, *China*, British str. for Nagasaki, &c.
 July 24, *Fokien*, British steamer, for Swatow, &c.
 July 24, *Ningbo*, German str. for Shanghai.
 July 24, *Deiwaungie*, British str. for Bangkok.

PASSENGERS—ARRIVED.
 Per *Sydney*, from Shanghai—Messrs. P. M. S.
 Setbna, Salomon and servant, T. R. H. Smith,
 Tong Hook Yuen, and Loong. From Yokohama.
 —Dr. Takada.
 Per *Taksang*, from Wuhu, &c.—Mr. Thomp-
 son.
 Per *Fushun*, from Swatow—150 Chinese.

DEPARTED.
 Per *China*, for Nagasaki—Mr. E. C. Ray.
 For Yokohama—Mrs. Koshiba, Captain Sim-
 monds, and Lieut. Molesworth. For San Fran-
 cisco—Dr. and Mrs. Fales, Messrs. W. P.
 McLean, Geo. Peter, Thos. Colin, Chas. White,
 G. H. Ewart, and E. T. Roetermundt.

REPORTS.

The French steamship *Sydney* reports that
 she left Shanghai on the 21st instant, and had
 fine weather and slight northerly breeze.
 The Chinese steamship *Fushun* reports that
 she left Swatow on the 23rd instant, and had
 light north-easterly breeze and fine weather.
 The British steamship *Taksang* reports that
 she left Wuhu on the 18th instant, and Chinkiang
 on the 19th, and had light to moderate south-
 east winds with smooth sea and fine clear
 weather.

Post Office.

A MAIL WILL CLOSE—

For Swatow, Amoy, and Taiwan—Per
Thales to-morrow, the 25th instant, at 10.30 A.M.
 For Kobe and Yokohama—Per *Hiroshima*
Maru to-morrow, the 25th instant, at 10.30 A.M.
 For Newchwang—Per *Glischburg* to-morrow,
 the 25th instant, at 10.30 A.M.

For Europe, &c., Australia, India, &c. Madras.
 —Per *Sydney* to-morrow, the 25th instant, at 11
 A.M.

For Amoy, Shanghai, Nagasaki, Kobe, Yoko-
 hama, Victoria, and Vancouver, B.C.—Per *Em-
 press of Japan* to-morrow, the 25th instant, at
 11.30 A.M.

For Europe, &c., &c.—Per *Karlruhe* to-
 morrow, the 25th instant, at 4 P.M.
 For Singapore and New York—Per *Benmore*
 on Thursday, the 26th instant, at 3.30 P.M.

For Newchwang—Per *Tamarind* on Thurs-
 day, the 26th instant, at 5 P.M.
 For Straits and Calcutta—Per *Arratoon*
Apar on Friday, the 27th instant, at 2.30 P.M.

For Halphong—Per *Halphong* on Friday, the
 27th instant, at 2.30 P.M.
 For Port Darwin, Thursday Island, Towns-
 ville, Cooktown, Brisbane, Sydney, and Mel-
 bourne—Per *Tatwan* on Monday, the 30th
 instant, at 3.30 P.M.

For Sandakan and Kudat—Per *Mension* on
 Monday, the 30th instant, at 5 P.M.
 For Europe, India, &c., via Bombay—Per
Clyde on Thursday, the 2nd August, at 11 A.M.

For Nagasaki, Kobe, and Yokohama—Per
Ansona on Friday, the 3rd August, at 11.30 A.M.
 For Kobe—Per *Lydorhorn* on Monday, the
 6th August, at 5 P.M.

For Shanghai, Kobe, Yokohama, Victoria,
 and Tacoma—Per *Sikh* on Tuesday, the 7th
 August, at 11.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

AGNES, French steamer, 290—Geo. R. Stevens.
 ARRATON APCAR, British steamer, 1,392, J.
 E. Hansen, 22nd July—Calcutta 4th July,
 Penang 17th, and Singapore 16th, Opium
 and General—D. Sassoon, Sons & Co.
 DORIS, German steamer, 771, J. Bandtzen 22nd
 July—Salgon 17th July, Rice and Cotton—
 Welter & Co.
 EMPRESS OF JAPAN, British steamer, 3,001, Geo.
 A. Lee, 17th July—Vancouver, and Shang-
 hai 14th July, General—C. P. Railway Co.
 FAME, British steamer, 117, Captain Stopani—
 Hongkong and Whampoa Dock Co.'s tug.
 GLUCKSBURG, German steamer, 926, P. Thom-
 sen, 21st July—Salgon 16th July, General—
 Wo Kee & Co.

HIROSHIMA MARU, Japanese steamer, 2,038,
 Andersen, 20th July—Bombay 30th June,
 and Singapore 14th July, General—Nippon
 Yusen Kaisha.

HONGAY, British steamer, 1,563, James Young,
 21st July—Samarang 13th July, Sugar—
 Jardine, Matheson & Co.

ISER, British steamer, 1,415, Burgoyne, 5th
 July—Samarang 27th June, Sugar—
 Chinese.

LOKANO, British steamer, 978, N. Menour, 20th
 July—Moji 15th July, Coals—Jardine,
 Matheson & Co.

LYDERHORN, Norwegian steamer, 2,014, B. Ham-
 merling, 23rd July—Kutchiofou 17th July,
 Coals—Mitsui Bussan Kaisha.

MATHILDE, German steamer, 600, P. Moos,
 22nd July—Quilbon 14th July, and Touro
 19th, General—Stenssen & Co.

MEMNON, British steamer, 926, Branch, 21st
 July—Sandakan, B.N.B., 15th July, Timber.
 Butterfield & Swire.

MONKUT, British steamer, 850, N. Chichester,
 20th July—Bangkok, and Koh-si-chang
 10th July, Rice and General—Yuen Fat
 Hong.

NORMANHURST, British steam-launch, 55,
 Anchela, 1st June—Sandakan 26th May.
 HAIPHONG, French steamer, 872, H. Galletty,
 23rd July—Haiphong 20th July, General—
 Messageries Maritimes.

PRAYA, 130, Captain MacIsaac—Hongkong
 Government Tug.

PROTOS, German steamer, 1,150, H. Johansen,
 16th July—Sourabaya 4th July, Sugar—
 Welter & Co.

RIVERSDALE, British steamer, 1,311, Ed. Peck,
 13th June—Hongay 10th June, Coals—
 Jardine, Matheson & Co.

SHANGHAI, British steamer, 2,044, L. H.
 Crawford, 23rd July—Shanghai 19th July,
 General—P. & O. S. N. Co.

SIAM, British steamer, 992, J. F. Messer, 22nd
 July—Salgon 18th July, Rice—Bradley
 & Co.

THALES, British steamer, 820, H. Bathurst, 21st
 July—Taiwanfo 18th July, Amoy 19th,
 and Swatow 20th, General—D. Lapralle
 & Co.

SAILING VESSELS.

CALIS CURTIS, American schooner, 35, Brako,
 5th June—Yap (Caroline Islands) 20th
 May, General—Ord.

COMET, Nicaraguan barque, 600, J. Kirk, 26th
 June—Manila 15th June, Sugar—Shewan
 & Co.

FOOHON SUY, Hawaiian bark, 808, D. Mahony,
 18th June—New York 13th March, Kerosene
 oil—Shewan & Co.

HERAT, British ship, 1,397, John Rowe, 25th
 June—New York 10th Feb. Kerosene Oil—
 Jardine, Matheson & Co.

HIDDELL, British four-masted ship, 2,500,
 Wendeney, 25th June—New York 25th Feb.,
 Kerosene Oil—E. D. Sassoon & Co.

JAPAN, Italian bark, 395, Bartolomeo Guar-
 via, 22nd June—Calao 22nd April, Ballast—
 Order.

KITTY, British bark, 915, Wilson, 14th July—
 Kalgaua 28th June, Timber—Gibb, Living-
 stone & Co.

LE SCHIEP, American ship, 1,776, Chas. S.
 Kendall, 17th May—New York 1st January,
 Kerosene Oil—Reuter, Brockmann & Co.

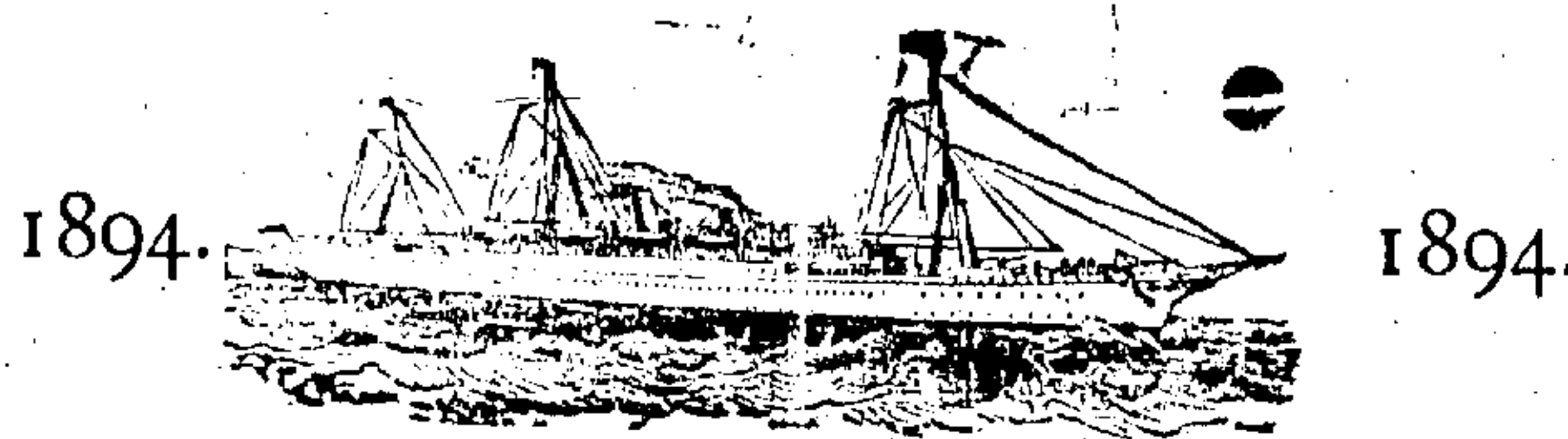
SURQUERAWA, American ship, 1,458, Sewall,
 10th July—New York 28th March, Kerosene
 Oil—Reuter, Brockmann & Co.

RIVER STEAMERS.

Patahan, British steamer, 2,260, J. Blight—
 H. C. & M. S. Co.
 Hankow, British steamer, 2,235, J. Dick—
 Butterfield & Swire.
 Heungshan, British steamer, 1,955, W. E.
 Clark—H. C. & M. S. Co.
 Ho-anan, British steamer, 1,777, G. B. Lefevre—
 Hongkong, Canton, & Macao Steamboat Co.
 Kiang-tung, Chinese steamer, 18, Holmes—
 Canton and Macao—C. M. S. N. Co.
 Kung-chow, British steamer, 284—H. C. & M.
 S. Co.—(Laid up).
 Kwong-mo, British steamer, 400, laid up—
 Malcampo & Co.
 Pado, Chinese steamer, 284, J. W. Stevens—
 Tak Kai.
 Pawan, British steamer, 1,590, & W. Gordin—
 Hongkong, Canton, & Macao Steamboat Co.
 Taimo, British steamer, 728, Goldsmith—
 Chinese.
 White Cloud, British steamer, 752, Goldsmith—
 H. C. & M. S. Co.

Ships.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
 AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN—Comdr. G. A. Lee, R.N.R.—WEDNESDAY, 25th July.
EMPRESS OF CHINA—Comdr. R. Archibald, R.N.R.—WEDNESDAY, 15th August.
EMPRESS OF INDIA—Comdr. O. P. Marshall, R.N.R.—WEDNESDAY, 5th September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
 JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
 TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
 FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
 made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
 passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
 tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months.
 SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
 Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
 Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC
 TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney
 to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
 (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
 (the Company having received the highest award for same at recent Chicago World's Exhibition)
 and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
 Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
 the Company, and their appointments and Cuisine are of the best.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
 Pedder's Street.

Hongkong, 4th July, 1894.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
 JAPAN, THE UNITED STATES,
 MEXICO,
 CENTRAL AND SOUTH AMERICA, AND
 EUROPE.

THE OVERLAND RAILWAYS,
 AND
 ATLANTIC AND OTHER CONNECTING
 STEAMERS.

VIA INLAND SEA OF JAPAN AND
 HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Nagasaki,
 Kobe, Inland Sea and
 Yokohama) Saturday, 11th Aug.,
 at 1 P.M.

City of Rio de Janeiro
 (via Nagasaki, Kobe,
 Inland Sea & Yoko-
 hama) Wednesday, 29th Aug.,
 at 1 P.M.

City of Peking (via
 Nagasaki, Kobe, In-
 land Sea, Yokohama
 and Honolulu) Wednesday, 19th Sept.,
 at 1 P.M.

Osaka (via Nagasaki,
 Kobe, Inland Sea and
 Yokohama) Tuesday, 2nd Aug.,
 at 1 P.M.

Gaika (via Nagasaki,
 Kobe, Inland Sea and
 Yokohama) Tuesday, 11th Sept.,
 at 1 P.M.

THE Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via

NAGASAKI, KOBE, INLAND SEA, YOKO-